

Hartlepool Port Health Authority.

Annual Report
OF THE
MEDICAL OFFICER
OF HEALTH

For the Year Ended 31st December,
1938

By ARNOLD S. L. BIGGART,
M.B., Ch.B.

Hartlepool Port Health Authority.

Annual Report
OF THE
MEDICAL OFFICER
OF HEALTH

For the Year Ended 31st December,
1938

By ARNOLD S. L. BIGGART,
M.B., Ch.B.

Hartlepool Port Health Authority

1939

CHAIRMAN - - J. W. MILLER.

Elected by West Hartlepool Corporation :

A. HYDE, J.P., Kenmara, Park Road, West Hartlepool.
E. BLOOM, Castlewood, Elm Grove, West Hartlepool.
J. FENWICK, Holly Mount, Wooler Rd., West Hartlepool.
T. GREEN, 27 Park Road, West Hartlepool.
W. CHARLTON, Bank House, Victoria Rd., West Hartlepool.
J. MIDDLETON, 22 Tennyson Avenue, West Hartlepool.
J. W. MILLER, 46 Raby Road, West Hartlepool.
P. M. WILLIAMS, Beechburn, Fernwood Avenue, West Hartlepool.
W. H. E. SPARKS (Mayor), 62 Scarborough Street, West Hartlepool.
T. W. PINKNEY, 78 Church Street, West Hartlepool.

Elected by Hartlepool Corporation :

F. J. CARR, J.P., Piercliffe, St. Hilda Street, Hartlepool.
A. LOVE, Middlegate, Hartlepool.
C. CHAMBERS, 86 Hart Road, Hartlepool.
T. SMITH, J.P., 2 Brougham Street, Hartlepool.
F. HARRISON, 168 Durham Street, Hartlepool.

Fixed Days of Meeting :

At the Municipal Buildings, West Hartlepool.

Feb. 16th, 1939	June 15th, 1939	Nov. 16th, 1939
April 20th, 1939	Sept. 21st, 1939	Dec. 14th, 1939

Each day at 3-0 p.m.

Finance and Port Committees :

All the Members of the Authority are Members of these Committees.

The Committees meet at 2-45 p.m. on the same day as the bi-monthly meeting is held.

Officers :

Clerk : C. GILBERT BUNTING, Solicitor, Exchange Building, 66 Church Street, West Hartlepool. Telephone No. 2850
Medical Officer : A. S. L. BIGGART, M.B., Ch.B., 116 Scarborough Street, West Hartlepool. Telephone No. 3044
Deputy Medical Officer : L. J. STONE, M.B., Ch.B., 116 Scarborough Street, West Hartlepool. Telephone No. 3044
Surveyor : F. DURKIN, A.M.I.C.E., Municipal Buildings, West Hartlepool.
Inspector : E. V. ABBEY, Cert.R.S.I., Master Mariner, 30 Town Wall, Hartlepool. Telephone No. 6052
Deputy Inspector : G. A. WARD, Cestria Gladstone Street, Hartlepool.
Rat Catcher : G. MENHENNET, 62 Howard Street, Hartlepool.

ANNUAL REPORT.

WEST HARTLEPOOL,

FEBRUARY, 1939.

To the Chairman and Members of the
Hartlepool Port Health Authority.

Gentlemen,

In compliance with the requirements of the Ministry of Health, I beg to submit my Annual Report for the year ended 31st December, 1938.

I regret to have to state that owing to world wide depression and general unrest, there has been a considerable decrease in shipping entering the Port during the past year, 1546 vessels as compared with 1,754 in 1937, a decrease of 208 vessels. As a consequence the volume of imports has gone down considerably. Timber by 258,265 loads. There has been however an increase of 5,165 in Iron and Steel manufactures, ore, etc. There has been a heavy drop in the export of coal amounting to 347,862 tons.

I am glad to be able to report that no cases of Infectious Disease have occurred in vessels arriving in the Port, and the ordinary sickness incidence has been smaller than for a few years, owing partly to the decrease in the number of vessels arriving in the Port, but chiefly due to the improved sanitary conditions on board ship, as compared with the past. In the construction of new ships, 11 of which have been launched during the year, everything is being done to make them as hygienic as possible and it only remains for a proper co-operation between the Master and the men for the ship to be maintained in a healthy condition. The greatest difficulty is with older vessels where considerable structural alterations are often necessary to make the vessel a healthy and comfortable one.

Work under the International Sanitary Convention of Paris and the Deratisation of Ships Regulations has resulted in the issue of 70 certificates as compared with 105 in 1937 and 81 in 1936.

During the year 354 rats have been destroyed as compared with 347 in 1937.

The work carried out by your Inspector, his Deputy and the Rat Catcher has been to my entire satisfaction and the Inspector's work is given in detail in the report.

In conclusion I desire to express my thanks for the valuable assistance given to me by the Chief Preventive Officer of H.M. Customs and his Staff, to Captain Nicholson and his Assistant Dock Masters, to the Board of Trade Surveyor, and also to the Pilot Master and Pilots for their hearty co-operation with the Officials of this Authority.

I am, Gentlemen,

Your obedient servant,

ARNOLD S. L. BIGGART,

Port Medical Officer of Health.

1. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1938.

Table A. (*Ministry of Health*).

	Number	Tonnage	Number inspected		Number reported to be Defective	No. of Vessels on which defects were remedied	Number of vessels reported as having or having had, during the voyage infectious diseases on board
			By the Medical Officer of Health	By the Health Inspector			
From Foreign { Steamers Motor Sailing Fishing	455	540,619	17	453	35	28	...
	29	23,364	3	29	...	...	...

Total Foreign	484	563,983	20	482	35	28	...
From Coast-wise { Steamers Motor Sailing Fishing	1007	832,905	14	998	23	19	...
	47	12,472	3	47	...	...	...
	8	1,501	...	...	...	...	...

Total Coastwise	1,062	846,878	17	1,045	23	19	...
Total Foreign and Coastwise	1,546	1,410,861	37	1,527	58	47	...

The following Table shows the number of vessels of each nationality inspected :—

British	...	...	...	...	990
American	...	...	...	...	2
Danish	...	...	...	...	45
Dutch	...	...	...	...	26
Estonian	...	...	...	...	35
Finnish	...	...	...	...	70
French	...	...	...	...	16
German	...	...	...	...	54
Greek	...	...	...	...	7
Italian	...	...	...	...	10
Jugo Slav	...	...	...	...	3
Latvian	...	...	...	...	37
Lithuanian	...	...	...	...	8
Norwegian	...	...	...	...	85
Panama	...	...	...	...	1
Polish	...	...	...	...	3
Russian	...	...	...	...	6
Swedish	...	...	...	...	129
Total					1527

II. CHARACTER OF TRADE OF PORT.

Table B (*Ministry of Health*).

(a) **Passenger Traffic during 1938 :—**

No. of Passengers			1st Class	2nd Class	3rd Class	Transmigrants
Inwards	...	...	34	...	6	Nil
Outwards	...	...	41	...	15	Nil

This is not an approved Alien Port and there is therefore no regular passenger traffic. Certain alien passengers are however allowed to land here subject to certain restrictions imposed by H.M. Immigration Office. The following information has been supplied by Mr. Thomson, Immigration Officer, West Hartlepool.

Alien Passengers landed and embarked during 1938 :—

	Students	Visitors	In transit	With Ministry of Labour Permit	Dipl'matic Passengers	Business Visitors	Residents returning	Seamen	Landed for medical treatm't
Landed	2	25	4	1	Nil	Nil	2	6	*6
Embarked	Nil	41	2	Nil	Nil	1	Nil	15	4

* 1 Seaman died in Hospital : 1 Seaman still in Hospital.

(b) Cargo Traffic :—

The following figures indicate the nature and amount of the principal imports and exports during the year 1938 :—

Description	Imports			Exports	
	Loads	Tons	cwts	Tons	cwts
Wood & Manufactures thereof					
Ash, Beech, Birch, etc. ...	6,564	...	...	...	...
Battens, Boards, Deals, etc.	105,772	...	...	...	...
Sleepers	41,485	...	...	...	...
Mining Timber, round and square	97	...	...	...	...
Pit Props	218,019	...	...	...	...
All other kinds of timber	1,318	...	...	...	...
Iron & Steel Manufactures	...	20,418	0	...	...
Ore ... ..	...	91,123	0	...	...
Miscellaneous Goods, &c.	...	25,019	19	...	...
Coal, Coke, etc. (including bunker coal)				3,008,043	0
Total Imports and Exports ..	373,255	136,560	19	3,008,043	0
Totals for 1937...	631,520	129,395	2	3,355,905	0

The above particulars have been supplied through the courtesy of Mr. John W. Goldson, Secretary to the Hartlepool Port and Harbour Commissioners.

(c) Foreign Ports from which vessels arrive :—

Cargo	Foreign Ports
Props	Archangel, Brahestad, Danzig, Fredricks- hamn, Gdynia, Gamla Karleby, Hamina, Hernosand, Hernoviken, Himango, Jacob- stad, Kalmar, Kasko, Kemi, Koivisari, Koivisto, Kokkola, Lapaluoto, Leningrad, Makslahti, Mantyluoto, Mollesvik, New- castle, N.B., Nykarleby, Oskarshamn, Raahe, Rouki, Toppila, Tornes, Uleaborg, Vasklot, Wasa, Yxpila.
Timber	Archangel, Batikarnos, Blankeholm, Gothen burg, Haukipudas, Kaskinen, Kalix, Kemi, Kopmanholman, Kristinestad, Lappvik, Leningrad, Ljusne, Memel, Mesane, Norrköping, Norrsundit, Nyhamn, Pitea, Riga, Raumo, Sandsvik, Skeleftea, Soroka, Sundsvaal.
Logs	Houston, Kotko, New Orleans, Port Alberni, Vancouver, Yxpila.
Sleepers	Danzig, Libau, Memel, Riga, Ventspils.
Wood Pulp	Hango, Kasko, Kemi, Kotka, Ronneby, Viborg.
Tiles	Ostend.
Scrap Iron	Dordrecht, Philadelphia, St. Johns.
Iron Ore	Jvelli, Narvik, Pepel.

Vessels arriving light for cargoes of coal, coke, etc., came from :—Aalborg, Aarhus, Amsterdam, Antwerp, Arlesund, Bergen, Boulogne, Bordeaux, Brest, Brunsbüttele, Bruges, Brussels, Caen, Civita Vecchia, Copenhagen, Dieppe, Dunkirk, Esbjerg, Felsen, Gefla, Genoa, Hamburg, Heroin, Holtenau, Honfleur, Kalundborg, Karlstad, Kiel, Kielwyk, Kjobe, Le Havre, Le Legne, Liorno, Lubeck, Malmo, Mostyn, Otterbacken, Porsgrund, Port de Bouc, Port Pirie, Rotterdam, Rouen, Sans Van Gem, St. Malo, Stavanger, Stettin, Thorsheim, Trondheim, Uddevalla, Vejle, Velsen, Ymuiden, Zeebrugge.

III. SOURCE OF WATER SUPPLY.

(a) **For the Port.** The Port is supplied by the Hartlepool Gas and Water Company.

(b) **For Shipping.** Ships are supplied from the mains through hydrants from the several quays or wharves where the service is laid on.

(c) **Number of Water Boats and their Sanitary Conditions.** There are no water boats in use for shipping in the Hartlepool.

The water is very hard but of excellent quality. It is obtained from springs and catchment basins.

IV. PORT SANITARY REGULATIONS, 1933.

1. Arrangements for dealing with Declarations of Health.

Declaration of Health forms are supplied to the Pilots who in turn hand one to the Master of a vessel arriving from a foreign port. The Declaration of Health is examined and collected from the Master by the Customs Preventive Officer, or the Port Health Inspector, whoever is first on board. Those collected by the Customs Officers are placed in the letter box provided by the Port Health Authority in the Customs Waterguard Station. Arrangements are made by the Health Inspector for these to be collected early each morning and at other times. In the event of the Health Inspector collecting a Declaration of Health form from a Master prior to the arrival of a Customs Preventive Officer an "all clear" certificate is left with the Master to be handed to the Customs Officer.

Declaration of Health forms are also handed to Masters of outward bound foreign going vessels at the Custom House upon clearance.

2. Boarding of Vessels on Arrival.

There is no compulsory pilotage here but most vessels are boarded on arrival in the Hartlepool Bay by the Hartlepool Pilots, who possess an excellent steam cutter, a motor launch and dingy for the purpose of boarding. Customs Waterguard Officers board all vessels from foreign and frequently coastwise vessels. Most incoming vessels are boarded by the Customs Officers at the quayside or berth, but those at the buoys are usually visited by means of the Customs rowboat.

3. Notification to the Authority of inward vessels requiring special attention (Wireless messages, land signal stations, information from Pilots, Customs Officers, etc.)

This Port has been included by the Ministry of Health on the list to which those vessels fitted with the necessary transmitting appliances can send a wireless message to "Portelth" 30 Town Wall, Hartlepool, by day or night. Arrangements are made for the notification to the Port Health Authority by the Customs or Pilots of vessels requiring special attention on arrival in port. Shipping agents also notify when they have received messages, whether by radio or telegram of sickness on board an expected arrival.

4. Mooring Stations designated under Art. 10 :

- (a) **Within the Docks.** (b) **Outside the Docks.**

The Mooring Stations established by the Authority with the concurrence of the Collector of Customs and the Harbour Master are :—

- (a) Within the docks—at the Central Dock Buoys.
(b) Outside the docks—at the Buoys in the Outer Harbour.

A plan of the docks showing the exact position of these buoys and mooring stations was sent to the Ministry of Health.

5. Particulars of any standing exemptions from the provisions of Article 14.

Arrangements are made with the Customs that in the event of a vessel arriving from an infected port with a Clean Declaration of Health, or of a vessel being infected by a minor infectious disease, such vessel is to proceed to its own berth alongside the quay as a designated place under the Regulations. In such case a modified form of Pratique to be issued to the Master by the Customs Officer and the Port Health Authority to be notified immediately.

6. Experience of working of Article 16.

(a) **Vessels from Infected Ports, or Infected or Suspected Vessels** :—No person is allowed to board or leave such vessel until it has been cleared by the Port Medical Officer.

(b) **Vessels from Non-Infected Ports** :—No person is allowed to board or leave any such vessel until the Customs Officer or Health Inspector has satisfied himself that there are no reasons requiring the attendance of the Port Medical Officer.

No difficulty has been experienced in carrying out the provisions of Article 16.

7. (a) Premises and Waiting Rooms for Medical Examination.

No particular provision has been made for this but the Inspector's Office, 30 Town Wall, Hartlepool, could be utilised for the purpose.

(b) **Cleansing and disinfection of ships, persons and clothing and other articles.**

Disinfectants and sulphur are stocked ready for use in case of infectious sickness. A local firm of fumigation contractors is always available for fumigation by S.O. 2, for the destruction of rats. Persons, clothing and other articles would be sent to the Burn Road Cleansing Station, West Hartlepool.

(c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purposes of the regulations.

Temporary accommodation of persons is available at the West Hartlepool Infectious Diseases Hospital.

(d) Hospital Accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases.

For Plague, Cholera, Yellow Fever, Typhus Fever and other infectious disease, there is accommodation at the West Hartlepool Infectious Diseases Hospital. Hospital accommodation for Smallpox cases is provided at the Smallpox Hospital, Hemlington, near Middlesbrough.

(e) Ambulance Transport.

Smallpox cases from vessels would be removed by the Middlesbrough motor ambulance. Other cases would be transported by the West Hartlepool motor ambulance.

(f) Supervision of Contacts.

Any contacts on ship would be visited and medically examined daily, but if the vessel left port before Quarantine was completed her next port of call would be informed of the circumstances.

8. Arrangements for the bacteriological or pathological examination of rats for plague.

Dr. Cookson, Royal Infirmary, Sunderland, is appointed to conduct any such examinations required by this Authority.

9. Arrangements for other bacteriological or pathological examinations.

No specific arrangements have been made, but specimens could be sent to either the Royal Infirmary, Sunderland or to the College of Medicine, Newcastle.

10. Arrangements for the diagnosis and treatment of venereal disease among sailors under international arrangements.

Inquiries are made by the Port Health Inspector as to the existence of venereal disease on ships. Cases requiring diagnosis or treatment are recommended to the West Hartlepool Clinic.

Leaflets on the subject giving time and place of clinic are distributed on incoming vessels.

11. Arrangements for interment of dead.

Dead bodies on vessels are immediately removed to the nearest mortuary and action taken to secure the speedy interment of the same.

TABLE C. (*Ministry of Health.*)

Cases of Infectious Sickness landed from Vessels.

Disease	No. of Cases during 1938		No. of Vessels concerned	Av. No. of Cases for prev. 5 years
	Passengers	Crew		
Chicken Pox
Continued Fever
Diphtheria
Dysentery	·2
Erysipelas
Malaria	·2
Measles
Pneumonia
Relapsing Fever...
Scarlet Fever
Small Pox
Tuberculosis	·2
Typhoid Fever
Typhus Fever
Total	·6

Port Sanitary Regulations, 1933.

No case of Plague, Cholera, Yellow Fever, Smallpox or Typhus Fever has occurred on any vessel arriving in the port during the year. Rats sent for bacteriological examination were found to be free from Plague infection.

TABLE D. (*Ministry of Health*).

Cases of Infectious Sickness occurring on Vessels during the voyage but disposed of prior to arrival.

Disease	No. of Cases during 1938		No. of Vessels concerned	Av. No. of Cases for prev. 5 years
	Passengers	Crew		
Chicken Pox
Continued Fever...
Diphtheria
Dysentery
Erysipelas
Malaria	1·8
Measles
Pneumonia	·4
Relapsing Fever...
Scarlet Fever
Small Pox
Tuberculosis	·2
Typhoid Fever
Typhus Fever
Total	2·4

Cases of Sickness which occurred on vessels in the Port during the year.

Date	Name of Vessel	Nationality	Nature of Sickness	Remarks
Jan. 15	s/s "Evelyn Marion"	Panama	Bronchial Catarrh	1 of crew. Treated on board.
Jan. 18	s/s "Chryssi"	Greek	Gastritis & Rheum- atism	4 of crew. Treated on board
Jan. 31	s/s "Mirva"	Norwegian	Bronchial Catarrh	1 of crew. Treated on board
Feb. 3	s/s "Chryssi"	Greek	Tonsilitis	1 of crew. Treated on board
Feb. 22	s/s "Mary"	Swede	Bronchial Catarrh	1 of crew. Treated on board
May 14	s/s "Lana"	Greek	Gastric Catarrh	1 of crew. Treated on board
May 31	m/v "Brynje"	Norwegian	Rheumat- ism	1 of crew. Treated on board.
June 17	s/s "Venta"	Estonian	Bronchial Catarrh	1 of crew. Treated on board.
July 1	s/s "Chevy Chase"	British	Injury to hand	1 of crew. Treated on board.
July 2	s/s "Biruta"	Latvian	Gastric Catarrh	1 of crew. Treated on board.
July 9	s/s "Mongolia"	Swede	Tonsilitis	1 of crew. Treated on board.
July 25	s/s "Keila"	Estonian	Abscess	1 of crew. Treated on board.
July 28	s/s "Curonie"	Latvian	?Rash	1 of crew. Sent to Isolation Hospital for observation.
Aug. 11	s/s "Curonie"	Latvian	Gastric Catarrh	1 of crew. Treated on board.
Aug. 12	s/s "Sarmatia"	Finn	Tonsilitis	3rd Officer. Treated on board.
Aug. 13	s/s "Anneberg"	Finn	Septic hand	1 of crew. Treated on board.
Oct. 4	s/s "Oakman"	American	Fractured rib	1 of Crew. Treated on board. Sent home.
Oct. 10	s/s "Queen Maud"	British	Septic foot	Bosun. Treated on board.
Oct. 17	s/s "Zilos"	Finn	Bronchial Catarrh	1 of crew. Treated on board.
Oct. 24	s/s "Alf"	Dane	Gastric Catarrh	1 of crew. Treated on board.

Several seamen suffering from venereal diseases were sent to the West
Hartlepool Clinic for treatment.

V. MEASURES AGAINST RODENTS.

1. Steps taken for the detection of rodent plague.

(a) **On Ships in Port.**—All vessels arriving from foreign ports are examined for traces of rats and when necessary traps are set in order to obtain samples of the rat population on board. All rats caught or killed on board are examined before being cremated. Suspected or doubtful rats are sent to Sunderland Infirmary for bacteriological examination by Dr. Cookson.

(b) **On quays, wharves, warehouses, etc., and in the vicinity of the Port.**—Systematic trapping and poisoning is carried out and arrangements are made with the L. & N.E.R. Company whereby any suspected dead rats found on their premises would be sent by the Port Health Inspector for bacteriological examination.

2. Measures taken to prevent the passage of rats between ships and the shore.

Rat guards are placed on moorings of all vessels arriving from infected or suspected ports and vessels on which traces of rats are discovered, and mooring ropes are tarred. Rat guards are stored by the Port Health Authority for use when required.

3. Methods of Deratisation of

(a) **Ships.**—Fumigation by Sulphur Dioxide or by Hydrocyanic Acid Gas. This work is carried out by private contractors under the supervision of the Port Health Inspector and in accordance with the quantities and times of exposure recommended by the Ministry of Health, 24 hours' notice is required and notices, containing all the information and requirements necessary for the preparation of the vessel beforehand have been distributed amongst the Shipowners and Agents. A copy of the above is printed later in this report.

Trapping and poisoning are other methods used supplementary to fumigation.

(b) **Premises in the vicinity of docks or quays.**—Deratisation of warehouses, wharves and quays is carried out by trapping, poison baits and gassing.

4. Measures taken for detection of rat prevalence on ships and on shore.

On Ships :—The official rat catcher acting under the supervision of the Port Health Inspector searches ships throughout for evidence of rats and rat harbourage.

On Shore :—The rat catcher employed by the L. & N.E.R. Co. visits the various warehouses, quays and wharves, which are the property of the Company, in search of rat indications.

5. Rat Proofing.

(a) **To what extent are docks, wharves, warehouses, etc. rat proof?** Dock quays are mostly built of stone, but there are several wooden quays and jetties. Three large warehouses are substantially built of stone, iron, bricks and cement. The doors are rat proofed by sheet iron at the bottoms, and the windows by expanded metal. A wooden warehouse, stacked timber and pit props, wooden cabins, and stone breakwaters afford much harbourage, but there is little available food for rats, as with the exception of fish there is very little importation of foodstuffs.

(b) Action taken to extend rat proofing.

(i) **In Ships.** When, during the examination of ships, rat harbourage is found to exist, advice is given to the Master or Superintendent as to what steps should be taken to make the places rat proof. These recommendations are usually adopted.

(ii) **On Shore.** This Authority has jurisdiction over the waterside, docks, basins and creeks. It has no jurisdiction over quays, wharves, warehouses, etc., or land premises.

DERATISATION OF SHIPS.

Information for Ship Owners and Agents.

1. Under Article 28 of the International Sanitary Convention of Paris, 1926, all ships, except those employed in national

coastwise service shall be periodically deratised, or be permanently so maintained that any rat population is kept down to a minimum. In the first case they receive Deratisation Certificates, and in the second, Deratisation Exemption Certificates. Such certificates can only be issued at ports approved and notified to the Office International d'Hygiene Publique by the Government of the country concerned. They are valid for six months, but this period may be extended by one month in the case of ships proceeding to their home ports.

2. The Ministry of Health have approved the Hartlepool Port where these certificates may be issued, and as it will be a convenience to British Shipowners to have their vessels examined and certified from their home ports when they are empty, I wish to draw attention to the procedure to be adopted.

3. The Hartlepool Port Health Authority does not carry out fumigation of vessels but supervises the operation. The mode of procedure is for the Shipowners or Agents to place the contract with a firm which undertakes the work. The cubic contents of each compartment of the vessel should be supplied to the Fumigators, and it is necessary that all parts of the vessel should be fumigated simultaneously when the ship is empty.

FUMIGATION STANDARDS.

4. The strength of the fumigant employed and the duration of exposure varies with the object sought. If an official certificate is afterwards required and the ship has been fumigated for the destruction of rats, the following provisional standards must be observed :—

Sulphur Dioxide.

Where the gas is generated by burning sulphur, 3 lbs. of sulphur per 1,000 cubic feet of space and exposure for eight hours should be allowed.

If liquefied Sulphur Dioxide is used 2 lbs. of liquefied gas will be necessary for each lb. of sulphur,

Hydrogen Cyanide.

If liquefied Hydrogen Cyanide is used, not less than 2 oz. per 1000 cubic feet are required.

If Zyklon B. or Cyanide Discoids are used, an amount equivalent to 60 grammes of Hydrogen Cyanide per 1,000 cubic feet is necessary. The minimum time of exposure is two hours.

NOTE.—In fumigation by this method the Officer of this Authority in attendance will require a certificate from the Officer in charge of the ship stating that everybody is ashore before the operation is commenced.

The Hartlepool Port Health Authority repudiate all responsibility for any accident which may occur in the process of fumigation.

The Contractor will be required, in the case of fumigation by Hydrogen Cyanide, to certify when the ship is clear of the fumigant, and safe for the return of the Officers and crew of the ship.

5. The Port Health Inspector, 30 Town Wall, Hartlepool, Telephone No. 6052, should have information of the firm with whom the contract has been placed, the situation in the docks in which the vessel is lying and when it is proposed to commence fumigation. At least 24 hours notice should be given, and arrangements made by the Owners and Agents with the Master of the vessel, so that every facility may be given to the Officers of the Port Health Authority to supervise the work.

NOTE.—(a) All vessels to be fumigated **must be empty** and Sulphur Dioxide fumigation of ships should be arranged to be carried out between 8 a.m. and 8 p.m. The Contractor will be required to give an “all clear” signal after the opening out and ventilation of the vessel in all Sulphur Dioxide fumigations.

(b) Hydrogen Cyanide fumigations **must be carried out in daylight.**

(c) All applications for the attendance of the Inspector of the Port Health Authority to supervise fumigations for certificates Form Port 11, must be made after the arrival of the vessel at the Port.

(d) All examinations of vessels by Officers of the Port Health Authority in order to be able to grant an Exemption Certificate Form Port 11, must be carried out **in daylight and when the vessel is empty.**

6. The Inspector of the Hartlepool Port Health Authority will be in attendance at the closing down and opening up of the ship to see that the requirements as to the quantities and time of exposure are complied with. It is important that two hours should be allowed subsequent to the ship being declared clear, before the ship sails, in order that the Officers of the Authority may deal with the dead rats, if any found in each compartment.

[7. It is strongly advised that during the remainder of the ship's stay in this port the following rat-precautionary methods be carried out :—

(a) Rat guards should be affixed to mooring ropes and kept there in such a manner that the passage of rats between the ship and the wharf is prevented ; or

The mooring ropes should be wrapped in canvas and tarred for about two feet between leaving the ship and reaching the wharf. The tar must be kept moist and freshly applied night and morning.

(b) Cargo gangways should be withdrawn whilst the ship is "silent." Passenger gangways should be whitened and well lighted at night.

(c) Gangways used for the discharge of cargo should be removed when the vessel is not working.

(d) The vessel should be kept at least 3 feet from the side of the wharf throughout the whole period that she is in dock.

]

8. On completion of these operations to our satisfaction a certificate will be granted on Form Port 11 (in accordance with the International Sanitary Convention of Paris, 1926) which will be accepted in practically all ports throughout the world as valid evidence of the satisfactory rat free condition of the ship for the next six months. The Ministry of Health has revised the scale of fees payable to the Hartlepool Port Health Authority as follows :—

				£	s.	d.
Ships up to 300 tons	...	...	...	10	6	
Ships from 301 to 1,000 tons	...	...	...	1	1	0
Ships from 1,001 tons to 3,000 tons	...	...	...	2	2	0
Ships from 3,001 tons to 10,000 tons	...	...	...	3	3	0
Ships over 10,000 tons	...	...	...	4	4	0

9. As it now rests in the power of the Port Medical Officers of Health to grant all Exemption Certificates at the end of six months, provided that the ship is maintained rat free, you will recognise the importance of :—

- (a) The taking of steps to make the vessel rat-proof ;
- (b) Carrying out the suggested rat-precautionary measures at all ports.

This circular may be subject to revision and should be retained by you at your office for future reference and guidance.

A. S. L. BIGGART, M.B., Ch.B.,

Medical Officer of Health,

Hartlepool Port Health Authority.

Inspector's Office,

30 Town Wall, Hartlepool.

RATS DESTROYED DURING THE YEAR 1938.

TABLE E. (*Ministry of Health*).

(1) On Vessels.

Number of	January	February	March	April	May	June	July	August	Sept.	October	Nov.	Dec.	Total in Year
Black Rats ...	2	4	25	28	0	3	110	65	18	44	53	2	354
Brown Rats
Species not recorded
Rats Examined	1	1
Rats Infected with Plague

17 Mice were also caught and destroyed.

RATS DESTROYED DURING THE YEAR 1938.

TABLE F. (*Ministry of Health*)

(2) In Docks, Quays, Wharves and Warehouses.

Number of	January	February	March	April	May	June	July	August	Sept.	October	Nov.	Dec.	Total in Year
Black Rats	3	...	...	...	...	...	...	...	2	3	...	8
Brown Rats ...	7	13	...	...	...	8	...	3	5	7	14	7	64
Species not recorded
Rats examined
Rats infected with Plague

69 Mice were also caught and destroyed.

TABLE G. (Ministry of Health).
Measures of Rat Destruction on Plague "infected" or "suspected" Vessels, or Vessels from plague infected ports arriving in the Port during the year.

Total Number of such Vessels arriving	Number of such vessels fumigated by SO ₂	Number of Rats killed	Number of such Vessels fumigated by HCN.	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were employed	Number of Rats killed	Number of such Vessels on which measures of Rat destruction were not carried out
1.	2.	3.	4.	5.	6.	7.	8.
Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

TABLE H.* (Ministry of Health).
Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

NET TONNAGE	No. of Ships	No. OF DERATISATION CERTIFICATES ISSUED					No. of Deratisation Exemption Certificates Issued	Total Certificates Issued
		After fumigation with			After Trapping Poisoning, etc.	Total		
		H.C.N.	Sulphur	H.C.N. and Sulphur				
1.	2.	3.	4.	5.	6.	7.	8.	9.
Ships up to 300 tons	3	Nil	Nil	Nil	Nil	Nil	3	3
Ships from 301 tons to 1,000 tons	25	Nil	Nil	Nil	Nil	Nil	25	25
Ships from 1001 tons to 3000 tons	36	Nil	1	Nil	Nil	1	35	36
Ships from 3001 tons to 10000 tons	6	Nil	Nil	Nil	Nil	Nil	6	6
Ships over 10000 tons	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
TOTALS	70	Nil	1	Nil	Nil	1	69	70

* Applicable only to those Ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port 11.)

VI. HYGIENE OF CREWS' SPACES.

TABLE J. (*Ministry of Health*).

Classification of Nuisances.

Nationality of Vessel.	Number Inspected during the year	Defects of Original Construction	Structural Defects through wear and tear.	Dirt, Vermin and other conditions prejudicial to Health
British ..	990	3	2	16
Other Nations	537	0	2	35

The above table is a classification of Nuisances and Defects found to exist on 1527 vessels inspected during the year. The nuisances or sanitary defects were mainly composed of dirty or verminous crews' quarters and bedding, defective W.C.'s and flush pipes, defective drainage and soil pipes. Leaky decks and hawse pipes, leakage from tank tops causing dampness in crews' quarters, defective stoves and funnels, defective port lights, etc. All these nuisances have been abated or are in the process of being abated.

VII. FOOD INSPECTION.

1. **Action taken** under the Public Health (Imported Food) Regulations, 1925, Public Health (Imported Food) Amendment Regulations, 1933, The Imported Milk Regulations, 1926, and the Public Health (Preservatives in Food) Regulations 1925 to 1927.

There has been very little importation of food and no necessity to take action under the above regulations.

2. Shell Fish. Information respecting any shell-fish beds or layings within the jurisdiction of the Port Health Authority, stating whether they are, in the opinion of the Medical Officer of Health, liable to pollution. Report of any action under the Public Health (Shell Fish) Regulations, 1915, or the Public Health (Shell Fish) Regulations, 1934.

There are no Shell Fish beds or layings under the jurisdiction of this Authority. There are, however, Mussels, Winkles and Cockles, which can be picked from dock gates, walls and rocks, and which are liable to pollution from sewage. For this reason warning notices are posted from time to time drawing the attention of the public to the dangerous consequences arising from the consumption of such shell fish.

Fresh fish is landed at the Fish Quay, Hartlepool, where it is inspected by the Hartlepool Medical Officer and the Sanitary Inspector. Unsold fish and fish offal are removed to a factory within the Borough of Hartlepool for conversion to fish meal, etc.

3. Number of Samples of Food examined by :

(a) **Bacteriologist**—Nature of sample. Result of examination.

(b) **Analyst**.—Nature of sample. Result of examination.

There has not been any necessity to submit any samples of food for examination during 1938.

